

areas are extensive and additional background research will be necessary for making subsequent recommendations for Phase II field work of these locations. No Phase I investigations were conducted for the Dupont Diary (X-14) and the Blue Ball Tavern (X-13) since this work has already been performed. A proposal and budget are presented in the appendix which cover these recommendations more thoroughly.

#### FIELDS METHODS

The project area was divided into eleven linear segments and two areas (Segments 1-11 and Areas 1-2)(Figure 1). Field methods were in accordance with what was outlined in the proposal and included walkover surveys for those areas where ground visibility was good. These were cultivated fields and coverage was at 100 percent with crew members spaced every 15 feet. Subsurface testing in the form of 2.5 X 2.5 feet shovel tests was employed in those areas where ground visibility was poor. Intensity of coverage was governed by the probability for the presence of archeological remains based in part on archival and historic map research, or in the absence of documentary evidence, predictive models for the presence of archeological sites developed and used by Jay Custer (1984) were utilized in determining which areas required subsurface testing. Shovel tests were spaced every 100 feet depending on field conditions and site circumstances. In many instances, shovel tests and surface reconnaissance were

supplemented with a bucket auger in areas where there was a potential for buried land-surfaces underneath either fill or slope wash. Where archeological remains were extant and visible above the ground (such as foundation remnants, terrace walls, etc.), these sites could be accounted for in documentary sources and the sites were simply photographed and notes were taken in the field regarding the number and types of structures identifiable from close visual inspection. All sites and shovel tests were plotted on topographic maps provided by the Delaware Department of Transportation.

## RESULTS OF FIELD INVESTIGATIONS

The results of the field investigations are presented below for each Segment and Area beginning at the westernmost portion of the project area with Segment 1. Sites where further investigations are required are noted and a brief description of the recommended work is provided. Segments and Areas are delineated on Figure 1. All sites and shovel tests are shown on the Delaware Route 141 Project Planning Study 1":100' map set which accompanies this report and referred to herein as Figure 2. In the text, specific sites are noted, for example, as X-1(Figure 2:1).